

BRA
2065
v



BOSTON SOUTH STATION



TRANSPORTATION CENTER &
AIR RIGHTS DEVELOPMENT PROJECT



VIEW OF THE DEVELOPMENT FROM STREET LEVEL

The South Station Transportation/Air Rights Development Project represents one of the most ambitious joint development projects ever undertaken by local public agencies.

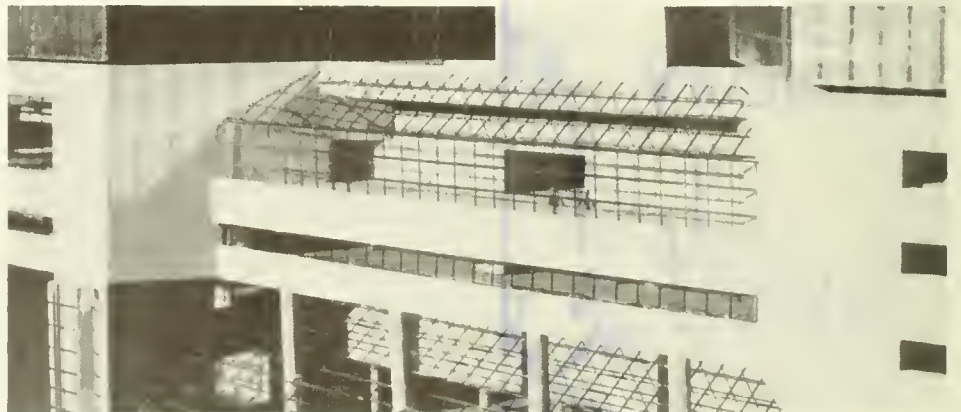
As shown on the exploded diagram on the opposite page, the South Station project includes:

- (A)* a mid-rise office tower of flexible design;
- (B)* a 24-story, 600 room hotel tower;
- (C)* a major low-rise development parcel, providing a site for possible high technology research and production;
- (D) a 1,700 space public garage;
- (E) a regional and inter-city bus terminal;
- (F)* a major office and retail renovation opportunity;
- (G) a "great space" concourse area, which unifies pedestrian flow within the project and the city's subway system;
- (H) an Amtrak and regional commuter rail terminal;
- (I) a newly renovated subway mezzanine area.

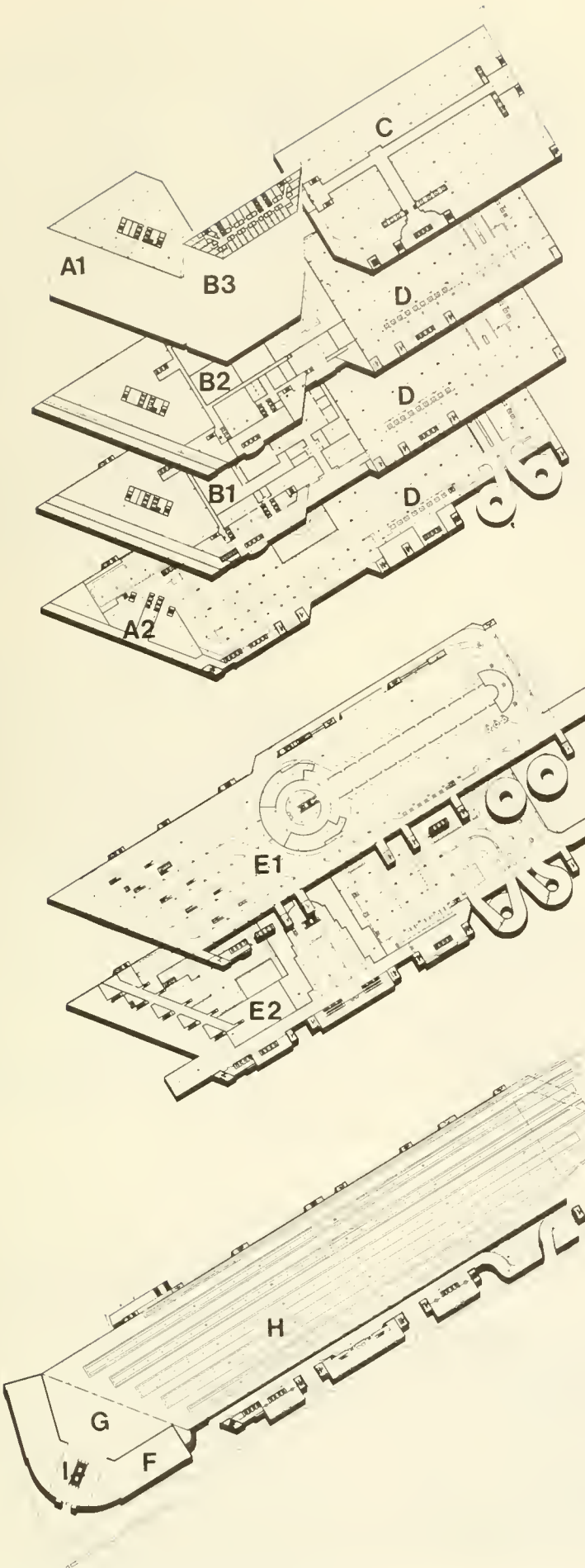
* (private investment opportunity)

The project has been designed to provide high quality pedestrian connections, on Air

Rights Level 1, integrating all project elements from the great space concourse at the northern end of the complex of the Boston Redevelopment Authority low-rise development at the southern end. Considerable care has also been given to providing each major development parcel with a separate "address" along Atlantic Avenue, each with a distinct architectural expression.



HOTEL LOUNGE



EXPLODED VIEW OF THE COMPLEX

AIR RIGHTS DEVELOPMENT
BOSTON REDEVELOPMENT AUTHORITY
WZMH - HABIB INC., ARCHITECT

OFFICE BUILDING

- A1 400,000 SQUARE FOOT TOWER
- A2 LOBBY

CONVENTION HOTEL

- B1 LOBBY, CONVENTION FACILITIES, RESTAURANT AND CAFE
- B2 HOTEL SERVICE SPACES, HEALTH CLUB
- B3 600 GUEST ROOM TOWER

LOW RISE DEVELOPMENT

- C TOTAL OF 250,000 SQUARE FOOT ON A 125,000 SQUARE FOOT SITE

PARKING

- D 1700 CAR CAPACITY ON 3 LEVELS

BUS TERMINAL

MASSACHUSETTS BAY TRANSPORTATION AUTHORITY
THE ARCHITECTS COLLABORATIVE, AND
HOWARD NEEDLES TAMMEN & BERGEN DORF, ARCHITECTS

- E1 INTERCITY AND COMMUTER BUS TERMINALS
- E2 PEDESTRIAN CONCOURSE AND CAR PARKING

TRAIN STATION

FEDERAL RAILROAD ADMINISTRATION AND
MASSACHUSETTS BAY TRANSPORTATION AUTHORITY
DELEUW, CATHER/PARSONS, AND
SKIDMORE, OWINGS AND MERRILL, ARCHITECTS

- F RENOVATED HISTORIC SOUTH STATION HEAD-
HOUSE WITH RECONSTRUCTED WEST WING
100,000 SQUARE FEET OFFICE & RETAIL

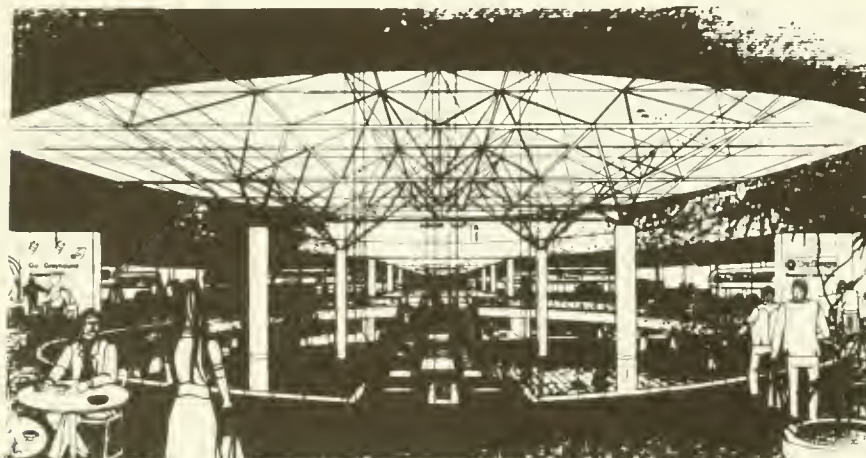
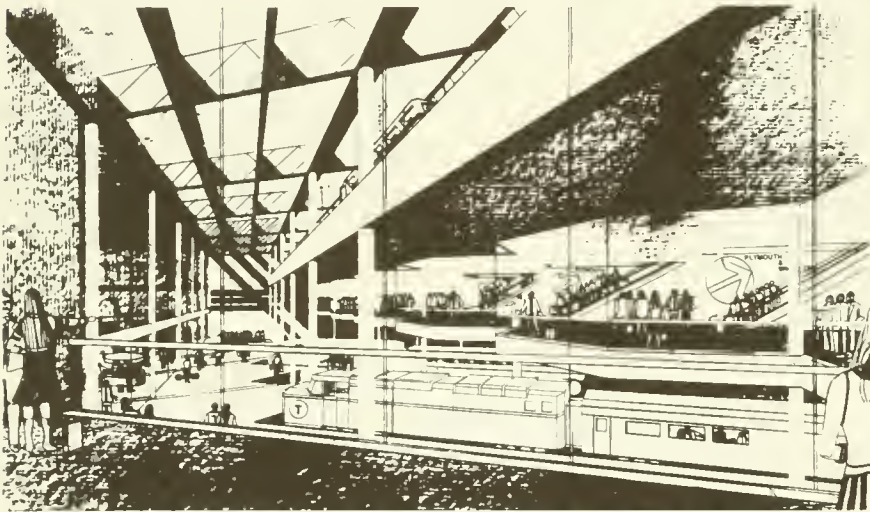
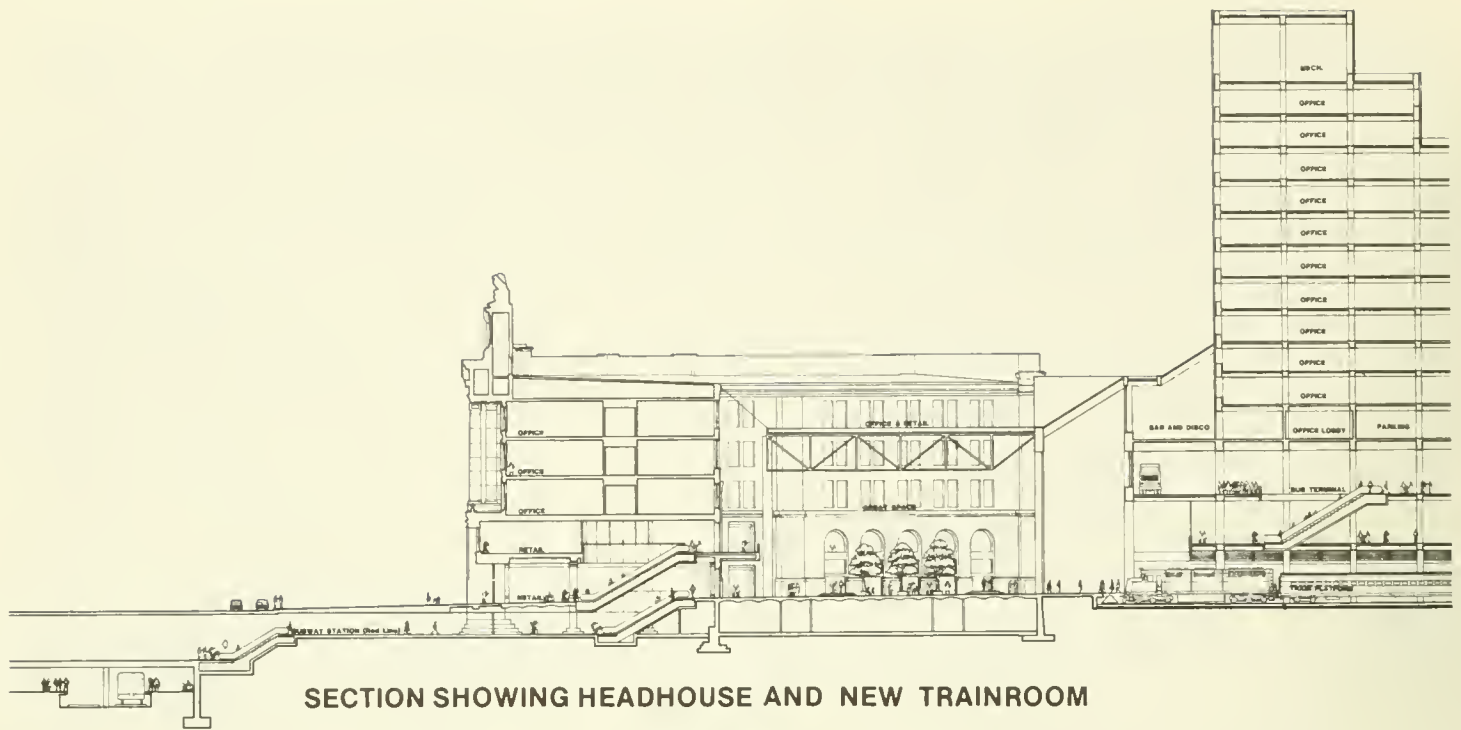
- G MAIN CONCOURSE SPACE

- H TRAIN BOARDING PLATFORMS

SUBWAY STATION RENOVATION

MASSACHUSETTS BAY TRANSPORTATION AUTHORITY
HUGH STUBBINS AND ASSOCIATES, AND
CASTRO BLANCO, ARCHITECTS

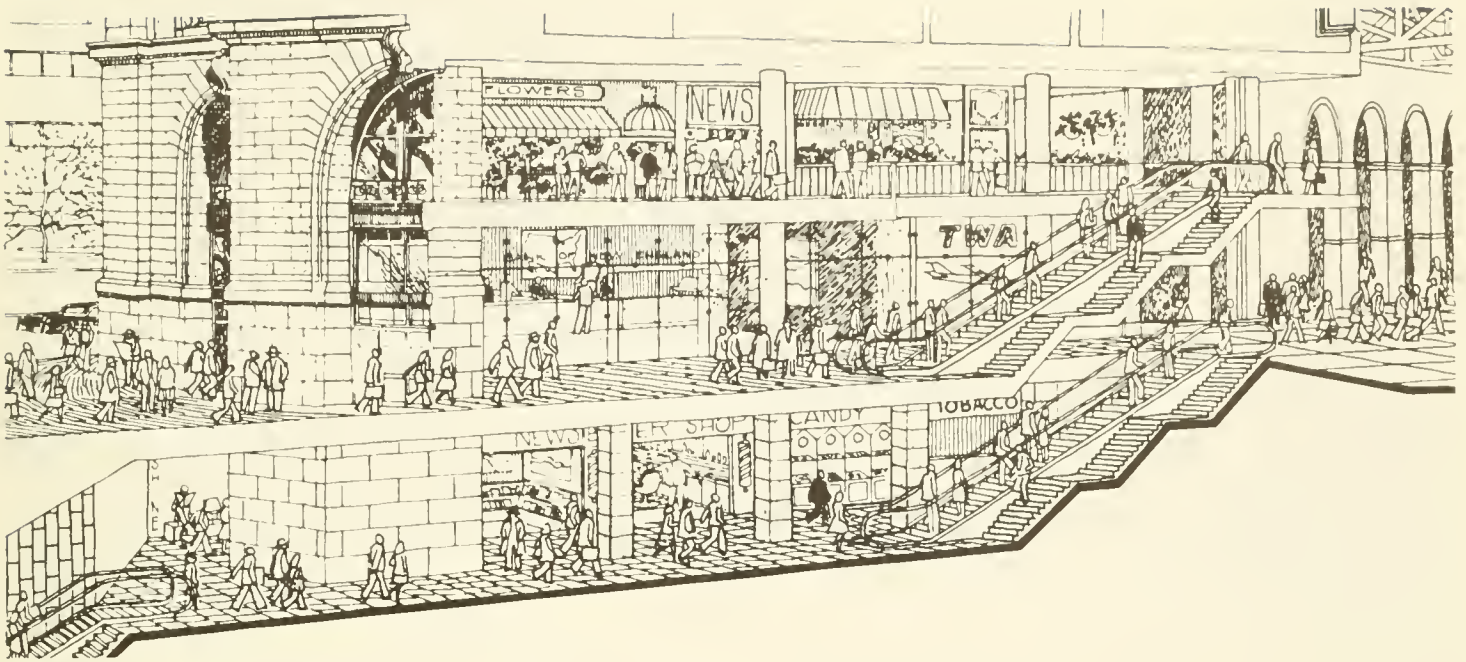
- I ESCALATOR TO SUBWAY STATION



The MASSACHUSETTS BAY TRANSPORTATION AUTHORITY (MBTA) in conjunction with the United States Department of Transportation (DOT) will undertake an extensive transportation and rehabilitation project at South Station. This project includes a direct connection within the station to the Red Line rapid transit; a new bus terminal for commuter and intercity bus carriers and a new trainroom, track and platforms for AMTRAK and MBTA Commuter Rail. The station will be extensively renovated and a new addition to the existing terminal building will create new office and retail space. It will integrate for the first time commuter and intercity rail, rapid transit, commuter and intercity bus operations at one location.

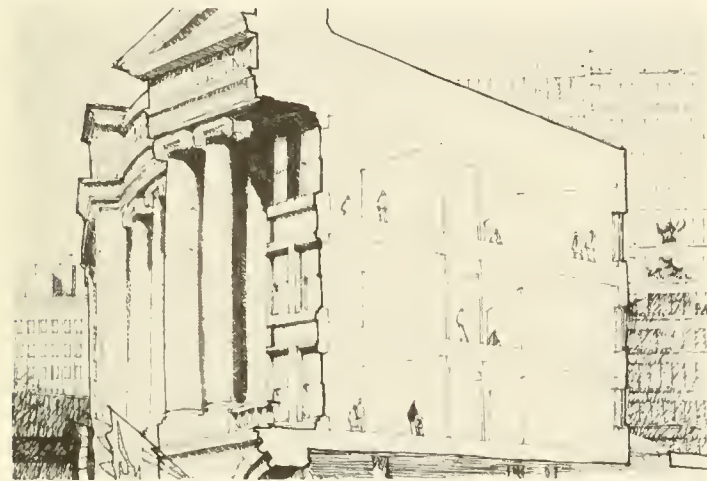
With this increased utilization of South Station, the MBTA projects that approximately 35,000 persons will use the new transportation facilities daily. It is expected that South Station will again be a place alive with people and activity.

The new transportation improvements for South Station will create significant private development opportunities. The MBTA will make available a total of approximately 80,000 square feet of office space and 40,000 square feet of retail space within the existing terminal building and new West Wing Addition for private development. It is anticipated that levels 3, 4 and 5 will be available for new office space while the basement, first, and second floors will contain an exciting mix of new retail and concession space. Private investment and development will be actively encouraged in this effort. South Station's central location and proposed level of activity should make both commercial and office development attractive. The existing South Station building is listed on the National Register of Historic Properties, which allows investors certain tax advantages under the Tax Reform Cut of 1976.



SECTION SHOWING RETAIL CONCOURSE

Approximately 28,000 square feet of retail and concession space in the basement, first and second levels will be available for development in the existing South Station Terminal Building.



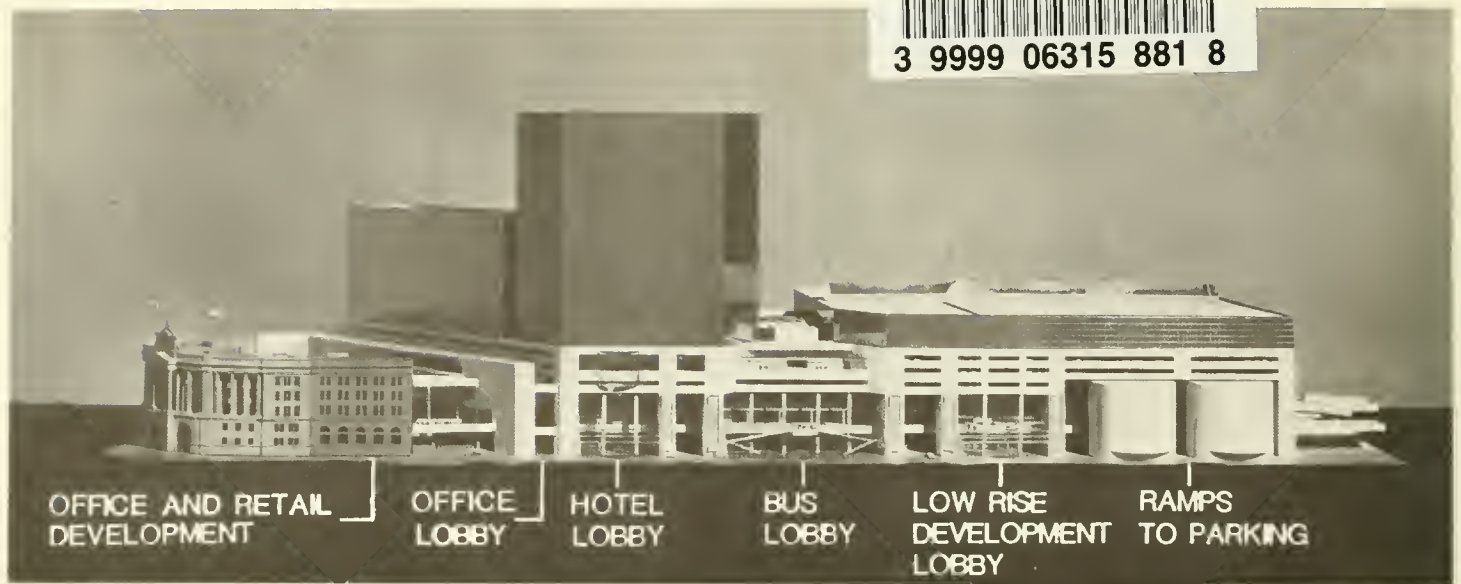
SECTION SHOWING TYPICAL OFFICE SPACE

Approximately 57,000 square feet of office space on levels 3, 4, and 5 will be available for development in the existing South Station Terminal Building, (right, top).

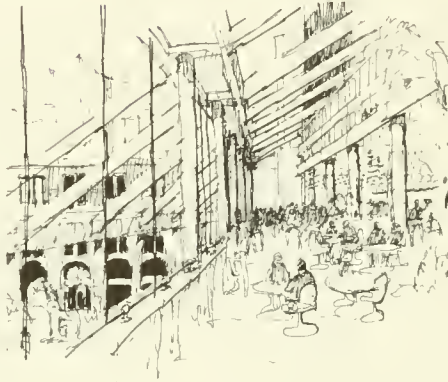


WEST WING RECONSTRUCTION

The MBTA is presently designing a full five-story building (West Wing) which connects the existing Terminal Building to the new Bus Terminal. This Addition is being designed to contain approximately 14,00 square feet of retail concession space on the first and second level while the third, fourth and fifth floors will contain approximately 22,000 square feet for office use. (right, bottom).



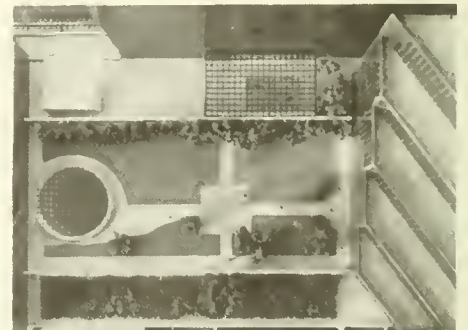
The Office Tower Parcel occupies a site of approximately 35,000 square feet directly over the BRA garage. The foundation has been designed to offer developers a high degree of building flexibility. This foundation system can accommodate a "full-build" office tower with 12 stories, creating nearly 400,000 square feet of large floor area office space. The same foundation can support several combinations of large and small office floor layouts. Provisions for servicing the development have been incorporated into Air Rights 1 below. BRA studies indicate that this private development would create approximately 2,000 jobs. Initial costs for increased foundations and structural reinforcements have been offset with local and Federal funding under the UMTA Initiatives Program.



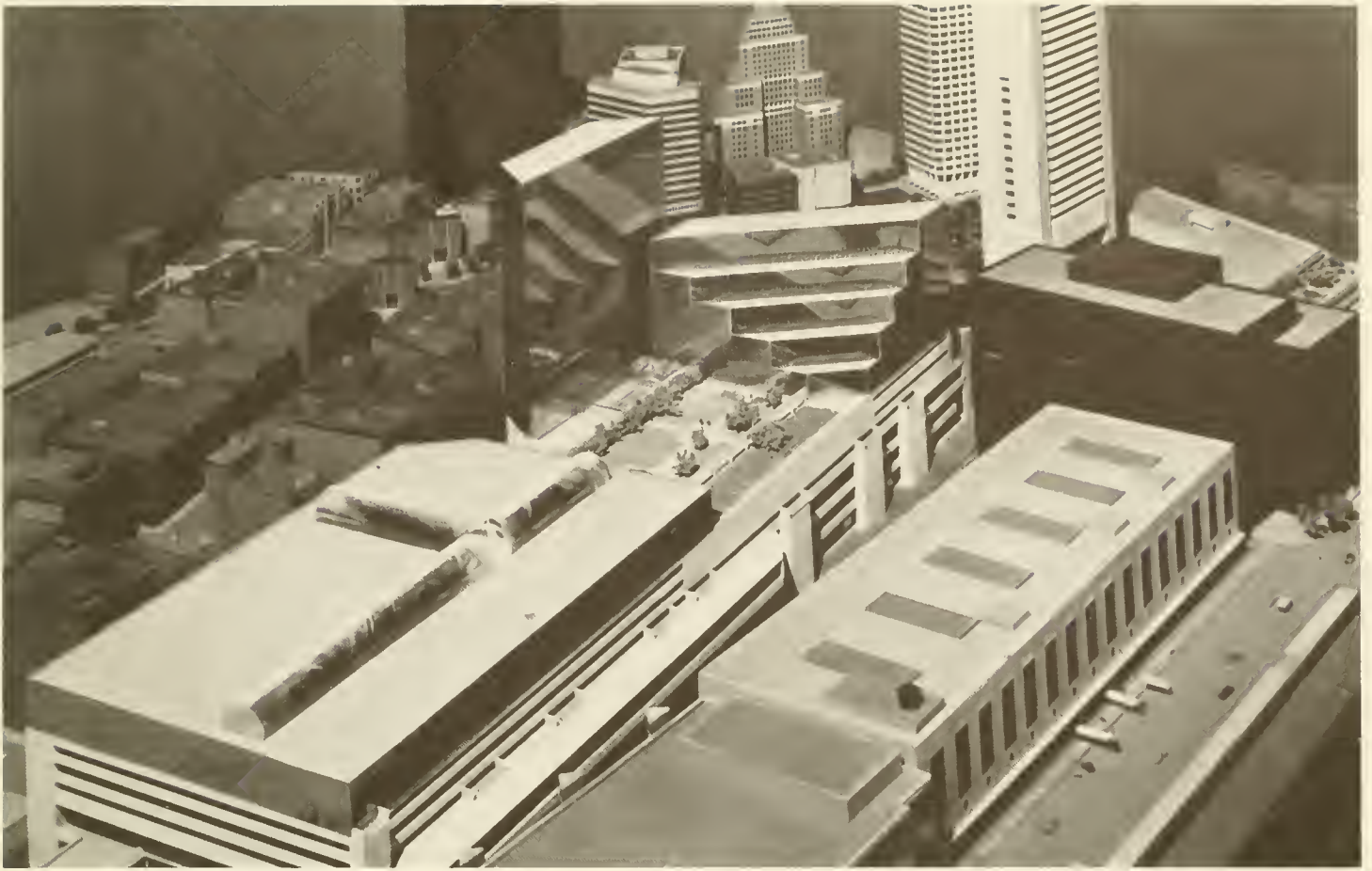
OFFICE SKY LOBBY

The Hotel Parcel has been designed to accommodate a 600-room convention hotel with maximum efficiency. The hotel parcel design has been integrated with that of the BRA garage, allowing a direct check-in entrance from a motor lobby with parking spaces reserved for hotel patron use. At the discretion of the developer, the hotel can be designed to allow all public areas and the back of house to be located on one highly efficient floor of up to 120,000 square feet. The provision of major public assembly spaces has been a priority in the design of this hotel development. A major roof garden area would allow for the provision of a health club facility utilizing the hotel's swimming pool.

The off-street loop road at Atlantic Avenue assures convenient access to the hotel lobby, pictured in the architectural rendering. The slender, 24-story hotel tower serves as a visual landmark for the South Station Project. The design of the complex allows for many locations for restaurants and other public amenities which are highly visible to those participating in adjacent activities. All servicing is accomplished off street. Between 400 and 500 jobs will be created by this project. Funding to make the hotel development possible has been made available from local and Federal sources.



VIEW OF GARDEN FROM HOTEL ROOMS



LOW RISE DEVELOPMENT

The Low-Rise Development Parcel, located over the southern half of the BRA garage, offers a development site for industry needing large floor areas. It is a unique situation in the downtown area with its excellent available labor pool. A two-story structure is proposed to utilize a development site of 125,000 square feet. The site is well suited to provide a central location for the region's rapidly expanding high technology industries and other major employers of both office and production workers. The development could generate well over a thousand permanent jobs.

The low-rise development parcel is served by a major lobby entrance directly on Atlantic Avenue, with off-street servicing provided. Funding for the initial costs is now being sought by the BRA in cooperation with the Federal Economic Development Agency. The project has been listed by the City of Boston as a "highest priority" element of the City's Comprehensive Economic Development Strategy (CEDS) and in recognition of its unique opportunities.

The Public Garage at the South Station will provide about 1,700 spaces, making it one of the largest parking facilities anywhere in the City of Boston. The total garage will be developed to serve Amtrak and inter-city bus travelers, general public parking, and to meet the needs of the three development parcels — the office, the hotel and the low-rise parcel.



LOW RISE DEVELOPMENT LOBBY



LOCATION MAP



SITE PLAN

Location

The South Station Project is uniquely situated among major American railroad terminals. The project is located on the border of Boston's financial and retail districts. Further, the complex lies between two developing historic areas, the Leather District and the Fort Point Channel area, the last link in Boston's famed program of waterfront rediscovery. Directly across Summer Street to the North lies the 40-story Federal Reserve Bank Building, anchoring the eastern end of Boston's growing financial district. Directly across Atlantic Avenue to the west of the project, a 40-story, one million square-foot office tower, is planned with construction expected to commence in the Spring of 1981. Beyond this tower, the City, State and Federal agencies are reconstructing the Dewey Square roadway system which will increase pedestrian access to the Post Office Square area along Federal Street and the "Downtown Crossing" retail district along Summer Street.

The South Station Project integrates all modes of public transportation at one critical junction. It provides the opportunity to take advantage of the combined public investment of the Northeast Corridor improvement project and the three billion dollar capital investment of the Metropolitan Transit System. The location provides a combined level of accessibility unparalleled in the region and offers four of the most exceptional private development opportunities ever offered by the public sector.

Further information on projects described on pages 4 and 5 is available from the MBTA, Barry M. Locke, Presiding Officer, 45 High Street, Boston, MA. Pages 6 and 7 of this brochure describe the three development parcels offered by the BRA — the office building parcel, the hotel parcel, and the low-rise parcel. Further information on these development opportunities is available from the BRA, Robert J. Ryan, Director, One City Hall Square, Boston MA 02201.